

Legislative Report

2014



California Yacht Brokers Association



The Legislature wrapped up its business at the end of August, ending a two-year legislative session. The good news is that after having introduced approximately 2200 legislative proposals and countless amendments, the boating industry has survived another year without any major attacks. To the contrary, the most significant impact to boating was the creation of a mandatory boater education program that most of the boating community either supported or at least did not oppose.

In terms of statewide issues, the Legislature always seems to focus on one or two high-priority issues. This year the focus was clearly water and, to a lesser degree, how to respond to growing revenues and the nagging debt accumulated during the recession.

California is limping its way out of what has been called the “great recession,” and the policies and actions by the Governor and Legislature reflect this growing revenue base and sense of optimism. In years past, there was great wringing of hands and gnashing of teeth trying to solve the budget crisis. This year the fiscal debate centered on how much debt to pay off and how much to increase funding for programs.

Interestingly, the Governor, being a former Jesuit (known for their frugality), worked hard to put the brakes on too much new spending and wanted to focus on paying down what has been coined the “wall of debt.” He was able to partially get his way, with the final budget including some new spending and continued debt repayment. His very high approval rating and the fact that he is a Democrat were critical in helping him negotiate with the democratically controlled Legislature to show such restraint.

Water

With the budget less of a focus, the Legislature turned their attention to the water crisis. Water is critical for all Californians, especially industries such as boating that rely on full reservoirs and access to water.

The political pressures caused by the drought had given the Legislature the “opportunity” to deal with water on two fronts: First, with the passage of groundwater legislation and, secondly, the reworking of the water bond that was destined for the November ballot.

Groundwater is a problem that has been slowly growing for nearly a century. Because of the complexity of the political and legal issues, dealing with this problem has been pushed aside for generations. Nevertheless, the water tables in many parts of the state have been slowly dropping for decades.

With a growing economy leading to more building, and the timing of the drought resulting in surface water supplies being drastically reduced, the Legislature saw an opportunity to tackle this very thorny issue. Specifically, the Legislature passed three pieces of legislation that work as a package of bills that have the overarching goal of creating a management structure for groundwater resources and a mechanism to enforce the coming rules.

The groundwater bills put a program in place that mandates the creation of groundwater management agencies run at the local level. These local agencies are tasked with crafting groundwater management plans for their basins. If these agencies fail to act, then the State is authorized to step in to craft a solution. There is much consternation about whether this approach will work or what the economic impacts will be should groundwater pumping be severely restricted. Only time will tell if this the right approach.

The second piece of the water puzzle was the passage of a \$7.5 billion water bond that will be on the November ballot. The bond replaces an existing \$11.1 billion bond that was thought to be too large to secure public support. Specifically, this bond includes \$7.12 billion in new debt, plus the repurposing of existing unspent bond funds of \$425 million for a total of \$7.545 billion. It also includes \$2.7 billion for storage, which was critical to secure Republican support.

In other water news, the USEPA has determined the Governor's "twin tunnels" may be illegal, which has slowed and may stall the project entirely. This is another complex issue, while stalled for now could see new life down the road and continue to play a major role in the water debate.

The fight over the groundwater bills and the water bond was fierce, but at the end of the day there is new policy in place that attempts to solve this problem. I guess Mark Twain was right: *"Whiskey is for drinking and water is for fighting over."*

The following is a summary of the priority bills for this year.

Mandatory Boater Education (SB 941 Monning): Signed by the Governor

The "mandatory boater education" issue has been a topic for years. However, there has always been some reason that a bill never came to fruition, until this year. The primary challenge has been that there are people on all sides of this issue. Some think a strict licensing regime is required, while others do not want any form of mandatory licensing or education. This disagreement among the stakeholders has slowed the progress of any bill.

All of this was overcome this year with the passage of SB 941. It is fair to say this bill is a good balance among the various points of view. To strike this balance, the bill requires that boaters must pass an exam, but not complete an extensive boating safety course. Likewise, once the test is passed, the certificate is good for life, which is in contrast to a license that can be suspended or revoked. The bill also has a phase-in period over many years to ensure a smooth transition to complete certification.

One policy area that was left "open" for future consideration was the treatment of rental operations. Rental operators are unique in that a significant financial or time burden could cause customers to simply walk away, unlike a boater who can take the test at their leisure. Given this sensitivity, I worked all year to craft language that would allow for a quick and effective test that would work for these businesses.

We were concerned that an online test that would require an internet connection that was 100 percent reliable would be a challenge in remote settings. I proposed allowing the operator to offer the test and keep the records, thereby eliminating the need to be online all the time, but there was concern that this would not provide enough accountability.

In the end, the logistics of crafting an efficient and reliable test became too complex and the Chair of the Assembly Transportation Committee required that we exempt rental operations for now. However, it is understood that this issue may get revisited at a later date after the State has had a chance to evaluate the program's effectiveness.

AB 2402 (Buchanan) – Invasive Aquatic Species: Support – (Signed by the Governor)

Under existing law, the state Department of Food and Agriculture (DFA) operates the "noxious weed control program." The Division of Boating and Waterways (DBW) also operates an "invasive species" program to control and eradicate species that are a hazard to navigation. Although the DFA program does not directly serve the boating community, this bill makes changes to that program that would make it possible to conduct some work in areas of the Delta that are of concern to boating, augmenting the DBW program efforts. For this reason, we supported the bill throughout the year.

SB 1162 (Berryhill) – Boating Violations: Support – (Signed by the Governor)

This is a unique bill in that it reclassifies various boating violations down from a misdemeanor to an infraction. It may seem counterintuitive to reduce a penalty, but since the violations that

have been reclassified are minor in nature, law enforcement had been reluctant to cite vessel operators due to the severity of the punishment.

For example, one violation that was reduced was mooring a vessel to a buoy. This violation should be punishable, but the severity of a misdemeanor generally causes law enforcement to be reluctant to take action, resulting in no enforcement at all. Now that it is an infraction, proper enforcement can take place. We sought and received various technical amendments, and the bill moved easily through the process and was signed into law by the Governor.

In addition to our priority bills, we always find ourselves involved in other matters of interest to the boating community. Here is a short summary of those issues.

Marina Del Rey TMDL

This year, the Los Angeles Regional Water Quality Control Board adopted a “Total Maximum Daily Load” (TMDL) in Marina Del Rey harbor. A TMDL is a regulatory rule that allows the regional water quality control board to take actions to mitigate the impacts of a particular pollutant when it has exceeded the legal limit, such as copper in this case. Because the copper levels at Marina Del Rey are so high, and have been identified as coming primarily from the anti-fouling hull paint on boats, the focus of the mandated actions are on the boaters. Vessels hull paints will have to be converted to non-copper alternatives and extensive dredging will be required of the harbor. The costs will run into the millions.

Clearly, this is of concern to the boaters in Marina Del Rey, but why should boaters statewide care? Marina Del Rey is just symptom of the larger problem. There are many other TMDLs pending throughout the state and will see action in the coming years. When the rules for each of these locations are finalized, they will very likely result in impacts to boater in one form or another. The problem started in San Diego Bay many years ago in Shelter Island Yacht Basin, which is currently operating under a copper TMDL.

Our challenge is that copper is the most effective anti-fouling paint and alternative coatings are not fully developed. That reality is in contrast to laws that require reduced levels of copper in the water. One ray of hope is a process that is currently under way at the Department of Pesticide Regulation (DPR). DPR must approve all paint formulations and can mandate that manufacturers reformulate to meet a specific goal. They are now working on a plan to require the reformulation of copper anti-fouling paint to reduce the copper content, yet keep it effective. This process was initiated in response to AB 425 from last year that was enacted specifically to drive this reformulation process in an effort to address the copper issue.

That process will take some time, maybe years, and it remains to be seen if reduced copper in the paint will be enough to stop the various water boards from restricting boating and/or the use of copper.

Another bright spot is the potential for a new testing method. This new method is expected to be approved by the USEPA next summer. It is known as the “Biotic Ligand Method,” and it measures the actual environmental impacts. In contrast, the current rule sets a fixed limit for the amount of copper in the water that cannot be exceeded, and many believe this level is much lower than the amount required to actually do harm to the environment. If mitigation measures must aim for this arbitrary, lower level the impact to boating will be that much worse. If the USEPA can expedite the approval of this new test method, then many of these “impaired” water-bodies will not be forced to take such draconian actions in the attempt to reach this lower number, but can then set the rules based on actual environmental impacts, which should be less restrictive.

We engaged in the Marina Del Rey TMDL process with the goal of setting a precedent for future TMDLs around the State. We reasoned that if we can get the best possible outcome in this case, other agencies will look to this as an example of how to proceed. Our immediate goal was to pursue a delay by the State Water Resources Control Board, which must approve the Regional Board action. We argued that delay would give Marina Del Rey time to use the new testing method to determine the real impacts. We met with the State Water Resources Control Board members, the Executive Office of the LA Regional Water Quality Control Board and various staff and Los Angeles County.

A delay was not possible, but we were able to get language in the resolution adopting the action that should the BLM be adopted by the USEPA they will take another look at their decision. I have to give a special “thank you” to Kevin Ketchum from the Marina Recreation Association who took a “deep dive” to learn all about the technical aspects of this issue and served as the lead on driving this issue...thanks Kevin!

New Division of Boating and Waterways Interim Deputy Director

Sylvia Ortega Hunter, the DBW Deputy Director was reassigned and an interim Deputy Director was given her duties temporarily. Chris Conlin, the interim Deputy Director, is currently the Deputy Director of the Off-Highway Vehicle Division as well.

We met with Chris and it was a very productive and he seemed to have a good understanding of our issues, which was not surprising as the OHV programs are very similar to our boating

programs. He also made it clear that his position is temporary and that they are actively looking for a replacement.

Marine Protected Area (MPA) Comment Letter

This issue falls into the category of “preventative medicine.” We submitted a comment letter on a “draft” plan related to the Marine Protected Area program. Specifically, the report was entitled: “The California Collaborative Approach: Marine Protected Areas Partnership Plan.” In essence, this is a report outlining how to proceed with the ongoing management of the MPAs.

In this report, they identified vessel registration fees as a source of funding for the program. Although it was just a report and not any particular change to law or regulation, it was important to put them on notice that such a move would be ill-advised and possibly illegal.

Elections

2014 is an election year and there are clearly some predictions that are easier to make than others. Starting with the safest race, it is fair to say that Jerry Brown will remain Governor for another term. The latest field poll has him with a comfortable 16 point lead over Neel Kashkari. Should Governor Brown be victorious, he will be the longest serving Governor, with a total tenure of 16 years, and the oldest, retiring at the age of 80. This record will be a nice bookend to the start of his gubernatorial career, as he was first elected Governor at the age of 36; the youngest Governor in over 100 years at the time.

Legislative races, in contrast, are harder to predict. As it stands, Democrats in the Assembly hold 55 seats to the Republican 24 seats, with one vacancy. A critical threshold is the “supermajority,” which is 54 votes. This is a critical number as it allows the party in power to pass tax levy measures. With just a one vote cushion, it is possible that the Republicans can gain the seats needed to block a supermajority, given the competitiveness of several seats.

There are at least four races that could go either way in the Assembly. District 36 incumbent Steve Fox (D) will face Tom Lackey (R) in the General Election. Fox won by a margin of victory of just 0.1 percent in 2012, but this year the pundits say it “leans” Republican. In district 40, Kathleen Henry (D) will face Marc Steinorth (R) for the seat vacated by incumbent Mike Morrell (R). Morrell won by a razor thin margin of just 0.8 percent in 2012, and again this year analysts are saying this one “leans” Republican. District 65 incumbent Sharon Quirk-Silva (D) will face Young Kim (R). Quirk-Silva won by a larger margin of four percent in 2012, but the registration numbers are nearly identical, making this race a “toss up” this time around. Finally, District 44 was vacated by Jeff Gorrell (R) to run for congress. This district “leans” Democrat due to about a 3 point registration advantage. That race will be between Rob McCoy (R) and Jacqui Irwin (D). Other races are also potential competitive seats, but these are the most competitive.

In the Senate, the picture is a bit less volatile. The Democrats hold 27 seats (the minimum needed for a supermajority) to the Republican 12 seats. The competitive seats are limited to two seats, with both “leaning” for Republicans. The newly reapportioned Senate District 14 seat is a race between Luis Chavez (D) and Andy Vidak (R). The district is overwhelmingly Democratic, with over 47 percent Democrat to just over 30 percent Republican, but it’s a very moderate area of the State and will prove very competitive. The second race is Senate District 34, filling the seat of termed-out Lou Correa. The candidates are Janet Nguyen (R) and Jose Solorio (D). The registration is close with Democrats getting around 38 percent to Republican 35 percent, making for a very close race.

Should the Republicans pick up enough seats in one or both houses to prevent a supermajority, the political dynamic in the Legislature and with its interactions with the Governor will change significantly as one party will no longer control the entire decision-making process.

Once the dust settles from the election, both houses will hold organizing sessions in early December for just a few days. This time will be used to swear in new members, conduct the administrative business of each house, and those members that are prepared will introduce a few legislative proposals. They will then recess until early January when they begin their work in earnest. It is at this point we will start to see what their priorities for the year will be and by late February when we reach the deadline for bill introduction, we should know what the boating industry is facing for the year.

Tidbits!

I focus my effort on boating-related matters, but I thought it would interesting and useful for the membership to see some of the more “colorful” issues the Legislature gives its attention in a given year. One may support or oppose some of the actions listed below, but they are instructive if at the very least to give us an insight into the mindset of our policy makers.

Plastic Bag Ban: This is likely good news to some and not-so-good news for others. SB 270 was a bill that was hard fought and ultimately passed the Legislature banning the use of single-use carryout grocer bags. (Governor’s action pending)

Early Voter Registration: The Legislature passed SB 113, which expands the existing pre-registration statute to allow 16-year-olds to pre-register to vote. (Governor’s action pending)

Cell Phone Kill Switch: SB 962 mandates a “kill switch” on all cell phones that allows the phone to be rendered inoperable if lost or stolen. (Signed by the Governor)

Warrants for Drone Surveillance: AB 1327 creates rules for the use of drones, the most important element is a requirement that a warrant is obtained by law enforcement for criminal investigation. (Governor’s action pending)

“Alternative” Taxis: Uber and Lyft are the largest players in a new industry, which are essentially “alternative” taxi companies that do not operate like tradition taxis. They are private cars and individuals that use a phone app to find each other. With the app, a driver indicates his/her availability to offer a ride for a fee and when a customer needs a ride they check the app to see who is available nearby. (Signed by the Governor)

This new model for operating a transportation service is cutting edge and good example of an innovation addressing a need, but there are some kinks that still need to be worked out. AB 2293 this year was introduced a result of an accident wherein the insurance coverage was called into question. This bill includes various implementing provisions, but at its heart it imposes specific commercial insurance requirements these companies new type of companies. (Signed by the Governor).

Film Production Tax Credit: With the flight of movie product fleeing from the State, this was one of those rare instances when both parties found common ground to give overwhelming support for a tax credit for film production in the state. The bill was AB 1839. It has a \$230 million cap in the first year 2015-16) and \$330 million dollar aggregate annual cap for each fiscal year from the 2016-17 fiscal year through and including the 2019-20 fiscal year. (Signed by the Governor)

Toy Guns: SB 199 declares that toy guns must be brightly colored to avoid confusion with real guns. (Signed by the Governor)

Sea Food Labeling: SB 1138 imposes a \$1,000 fine for misrepresenting seafood’s type or origin. (Vetoed)

Next Year

State budget: The economy is improving and frugal Jerry Brown will likely still be Governor, so we can expect modest spending increases and pressure to continue to pay down debt. Furthermore, with a growing economy, the policy priorities that have a cost to the state that were put on the back burner during the recession will find new and invigorated support.

Copper anti-fouling paint: We will see continue activity related to the copper hull paint issue. The Department of Pesticide Regulations will continue their work on paint reformulation. Regional Water Boards will continue their work on TMDLs. Marina Del Rey will begin implementation of their TMDL for copper.

New DBW Deputy Director: The Governor’s office is searching for a new DBW Deputy Director and that individual will likely be in place by next year. We will begin our relationship with that new person and begin to learn about their priorities.

Bill Summary

The following section includes all the bills we tracked in 2014. For easy reference, they have been broken in categories: "Chaptered" are bills signed into law. "Dead" are bills that failed to complete the process. There is no "Vetoed" section as the Governor did not veto any bills we were tracking.

CHAPTERED

[AB 474](#) ([Stone D](#)) **California Coastal Commission: disclosure forms.**

Current Text: Chaptered: 7/16/2014 [pdf](#) [html](#)

Summary:

The California Coastal Act of 1976 requires the California Coastal Commission to adopt standard disclosure forms for reporting ex parte communications that include specified information relating to the date, time, and location of the communication, the identity of the person or persons initiating and the person receiving the communication, and a complete description of the content of the communication. This bill would revise the information to be included in those standard disclosure forms to also include the identity of the person on whose behalf the communication was made, the identity of all persons present during the communication, and a complete, comprehensive description of the content of the ex parte communication, including a complete set of all text and graphic material that was part of the communication.

Position: Watch

[AB 504](#) ([Chesbro D](#)) **Fish: sea cucumbers: transgenic fish.**

Current Text: Chaptered: 9/19/2014 [pdf](#) [html](#)

Summary:

Would prohibit hatchery production and stocking of transgenic species of salmonids and would define "transgenic" for these purposes. Because the bill would create new crimes, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

Position: Watch A

[AB 1506](#) ([Perea D](#)) **San Joaquin River Conservancy: violations: penalties.**

Current Text: Chaptered: 7/10/2014 [pdf](#) [html](#)

Summary:

Would make a person who violates any of the posted regulations adopted by the San Joaquin River Conservancy governing lands owned or managed by the conservancy guilty of an infraction punishable by a maximum fine not exceeding \$250. By creating a new crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

Position: Watch

[AB 1943](#) ([Chesbro D](#)) **Tidelands: City of Eureka.**

Current Text: Chaptered: 9/30/2014 [pdf](#) [html](#)

Summary:

Current law requires the City of Eureka, prior to June 30 of each year, to pay to the Controller a specified amount of the money deposited by the city into the Humboldt Bay Fund during the preceding fiscal year in lieu of all obligations

incurred by the city, as specified. Current law requires that the city submit to the commission, on or before September 30 of each year for the preceding fiscal year, an annual statement of financial condition and operations. This bill would instead require that the annual statement of financial condition and operations be submitted to the commission on or before December 31 of each year for the preceding fiscal year.

Position: Watch

[AB 2395](#) (Lowenthal D) Oxnard Harbor District: infrastructure projects: funding.

Current Text: Chaptered: 8/25/2014 [pdf](#) [html](#)

Summary:

Would, notwithstanding a specified borrowing limit, authorize the Oxnard Harbor District to borrow money by issuance of promissory notes, or execute conditional sales contracts to purchase personal property, in an amount or of a value not exceeding in the aggregate at any one time the sum of \$10,000,000, for the purposes of acquiring land or constructing or operating any authorized work, project, or facility, or for the making of any improvement, or the purchase of equipment or for the maintenance of that equipment, in accordance with prescribed procedures.

Position: Watch A

[AB 2402](#) (Buchanan D) Noxious weed management.

Current Text: Chaptered: 8/22/2014 [pdf](#) [html](#)

Summary:

Current law creates the Noxious Weed Management Account in the Department of Food and Agriculture Fund, and provides for the allocation of those funds, by percentage, for specified purposes, including control and abatement, research, and to the department for purposes of carrying out those provisions relating to noxious weed management. This bill would revise the percentages of those allocations, and would also revise the purposes for which the percentage of funds allocated for research may be used to include mapping, risk assessment, and prioritization of weeds.

Position: Support

[AB 2451](#) (Daly D) Weights and measures: water submeters.

Current Text: Chaptered: 9/25/2014 [pdf](#) [html](#)

Summary:

Would require a county sealer who possesses the appropriate equipment for performing tests on water submeters to inspect, test, and certify to the accuracy of a water submeter, upon request of the owner, user, or operator of the water submeter, if any of specified conditions exist. By placing additional duties on local officials, this bill would impose a state-mandated local program. The bill would permit the board of supervisors of the county to authorize the sealer to establish a schedule of fees to cover the costs of performing those services. This bill contains other related provisions and other existing laws.

Position: Watch

[AB 2764](#) (Committee on Natural Resources) Public resources.

Current Text: Chaptered: 9/20/2014 [pdf](#) [html](#)

Summary:

Current law establishes the State Lands Commission in the Natural Resources Agency and prescribes the functions and duties of the commission. Under current law, the State Lands Commission cedes concurrent criminal jurisdiction to the United States with regard to specified properties. This bill would revise and recast

these provisions and make technical and organizational changes. This bill contains other related provisions and other current laws.

Position: Watch

[SB 941](#) (Monning D) Vessel operator cards.

Current Text: Chaptered: 9/18/2014 [pdf](#) [html](#)

Summary:

Would prohibit the operation of a vessel that is propelled by an engine in the waters of the state except by a person who is in possession of a valid vessel operator card developed and issued by the Division of Boating and Waterways, and would impose that prohibition on persons pursuant to a specified schedule. The bill would exempt certain persons from that requirement, as specified. This bill contains other related provisions and other existing laws.

Position: Support

[SB 985](#) (Pavley D) Stormwater resource planning.

Current Text: Chaptered: 9/25/2014 [pdf](#) [html](#)

Summary:

Would authorize one or more public agencies to develop a stormwater resource plan. The bill would expand the standards to include dry weather runoff. This bill would require a stormwater resource plan to be submitted to any applicable regional water management group, to identify and prioritize stormwater and dry weather runoff capture projects for implementation in a prescribed quantitative manner, and to prioritize the use of lands or easements in public ownership for stormwater and dry weather runoff projects. This bill would eliminate the requirement that a stormwater resource plan be consistent with any applicable integrated regional water management plan.

Position: Watch

[SB 1162](#) (Berryhill R) Vessels: violations.

Current Text: Chaptered: 6/28/2014 [pdf](#) [html](#)

Summary:

Current law makes a person who moors a vessel to, or hangs on with a vessel to, a buoy or beacon, except as provided, guilty of a misdemeanor. This bill would instead make a person who violates that provision guilty of an infraction, punishable by a fine of not more than \$100. This bill contains other related provisions and other current laws.

Position: Support

[SB 1424](#) (Wolk D) State property: tidelands transfer: City of Martinez.

Current Text: Chaptered: 9/27/2014 [pdf](#) [html](#)

Summary:

Current law grants to the City of Martinez all right, title, and interest of the state to 3 specified parcels of land in the Straits of Carquinez, to be held in trust for specified uses. This bill would repeal that grant of trust lands to the City of Martinez and would instead provide for a new grant of trust lands to the City of Martinez that would include an additional 4th parcel.

Position: Watch A

[SB 1434](#) (Wolk D) Fish and wildlife programs: Duck Stamp Account advisory committee.

Current Text: Chaptered: 8/22/2014 [pdf](#) [html](#)

Summary:

The Federal Aid in Wildlife Restoration Act authorizes a state, through its fish and wildlife department, to submit programs or projects for wildlife restoration and hunter safety education to the Secretary of the Interior for funding of up to 75%

of the cost of those programs or projects from the amount apportioned to the state. This bill would require the expenditure of all federal grant moneys made available to the state under the federal act to be consistent with that federal act. The bill would require the department, in applying for these federal grant moneys, to give priority to projects that fulfill one or more specified purposes.

Position: Watch

DEAD

AB 203 (Stone D) California Coastal Commission: Cease and desist orders

Current Text: Amended: 1/27/2014 [pdf](#) [html](#)

Summary:

The California Coastal Act of 1976 authorizes the California Coastal Commission to take specified actions to enforce the permit requirements, including the issuance of restoration and cease and desist orders. This bill would authorize the commission, no later than January 1 of each year, until January 1, 2019, to submit to each house of the Legislature an annual report describing the restoration orders and cease and desist orders issued by the commission during the previous calendar year.

Position: Watch A

AB 976 (Atkins D) Coastal resources: California Coastal Act of 1976: enforcement

Current Text: Amended: 8/26/2013 [pdf](#) [html](#)

Summary:

Would authorize, until January 1, 2019, the California Coastal Commission to impose upon a person who violates the act an administrative civil penalty by a majority vote of the commissioners, upon consideration of various factors, and in an amount not to exceed 75% of the maximum civil penalty that may be imposed in the superior court, as specified. The bill would require the penalty to be assessed for each day the violation persists, but for no more than 5 years. This bill contains other related provisions.

Position: Watch

AB 1603 (Stone D) Outdoor Environmental Education and Recreation Program.

Current Text: Introduced: 2/5/2014 [pdf](#) [html](#)

Summary:

Would establish the Outdoor Environmental Education and Recreation Program in the Department of Parks and Recreation, for purposes of increasing the ability of underserved and at-risk populations to participate in outdoor recreation and educational experiences by awarding grants to education programs that are available to the public and are operated by public entities or nonprofit organizations. The bill would create the Outdoor Environmental Education and Recreation Fund in the State Treasury and provide that, upon appropriation by the Legislature, moneys in the fund shall be used for awarding grants pursuant to the program.

Position: Watch

AB 1759 (Rendon D) California Coastal Commission: appointments.

Current Text: Amended: 8/18/2014 [pdf](#) [html](#)

Summary:

The California Coastal Act of 1976 requires that the board of supervisors and the city selection committee in each county within specified regions each nominate one or more supervisors and one or more city council members for appointment, as specified. This bill would, for purposes of the above provisions governing commission appointments, specify that a "city council member" may also include a locally elected mayor of a charter city.

Position: Watch

[AB 2242](#) ([Perea D](#)) **Air Quality Improvement Program.**

Current Text: Amended: 3/28/2014 [pdf](#) [html](#)

Summary:

Current law requires the primary purpose of the Air Quality Improvement Program to be the funding of projects to reduce criteria air pollutants, and to improve air quality, and to fund research to determine and improve the air quality impacts of alternative transportation fuels and vehicles, vessels, and equipment technologies

Position: Watch

[AB 2267](#) ([Gaines, Beth R](#)) **State park system: budgeting.**

Current Text: Amended: 3/28/2014 [pdf](#) [html](#)

Summary:

Would require the Department of Parks and Recreation, commencing with the 2015-16 budget proposal, to annually develop and publish state operation expenditures for the state park system to assist in the development of the Governor's annual budget proposal. The bill would require the department, in cooperation with the Department of Finance, to provide individual park unit expenditures analyses, as specified.

Position: Watch

[AB 2697](#) ([Gonzalez D](#)) **Harbor commission: membership.**

Current Text: Introduced: 2/21/2014 [pdf](#) [html](#)

Summary:

Current law establishes various harbor commissions in the state, and prescribes the membership and functions and duties of those commissions. This bill would make a technical, nonsubstantive change in that provision prescribing the membership of a commission.

Position: Watch

[SB 954](#) ([Gaines R](#)) **California Tahoe Conservancy.**

Current Text: Introduced: 2/6/2014 [pdf](#) [html](#)

Summary:

Current law establishes the California Tahoe Conservancy and makes various legislative findings and declarations relating to the need to have a governmental agency with power to acquire, hold, and manage property in the Lake Tahoe region. This bill would make various technical, nonsubstantive changes in those legislative findings and declarations.

Position: Watch